



### 3. CORRIDORS FEASIBILITY ANALYSIS

The corridors feasibility analysis includes an assessment of engineering, social and environmental, land-use compatibility opportunities and constraints, and public and jurisdictional perspectives that would facilitate or prohibit future development of the Corridor Concept introduced in **Section 2.3**. Corridor definition alternatives with significant engineering, environmental, or land-use compatibility issues will not be included in the final corridor definition recommendation.

The general location for new freeway corridors is depicted by the Corridor Concept in **Figure 2-6**. The land area generally represented by the Corridor Concept serves as the starting point for the feasibility analysis. The feasibility analysis process will refine and narrow, to the extent feasible, the Corridor Concept for the North-South corridor into a more specific corridor definition. The narrowing of the North-South Corridor Concept is accomplished by identifying opportunities and constraints that may significantly impact the future alignment of a new freeway corridor. This chapter contains the following sections:

- § **Section 3.1:** describes the feasibility analysis criteria.
- § **Section 3.2:** describes the development of the North-South corridor definition alternatives that are considered in the feasibility analysis.
- § **Section 3.3:** summarizes engineering opportunities and constraints.
- § **Section 3.4:** summarizes social and environmental considerations.
- § **Section 3.5:** summarizes land-use opportunities and constraints.

Information is presented in the above named sections for the North-South corridor only. The feasibility analyses for the Williams Gateway corridor and the US 60 reroute are contained in *Working Paper No. 2* that was developed for each of the Corridor Definition Studies. These reports are available at: <http://tpd.azdot.gov/planning/corridorstudies.php>.

#### 3.1 Evaluation Criteria

The feasibility evaluation is comprised of four major components. These are physical and engineering, social and environmental, land use compatibility, and jurisdictional, stakeholder, and public perspectives.

##### 3.1.1 Physical and Engineering Criteria

Physical and engineering features include road-way conditions and structures, right-of-way, topography, geological characteristics, major drainage features, and major utilities within the study area. The outcome of this feasibility analysis will be the determination of challenges, issues, and opportunities associated with corridor development and construction.

##### 3.1.2 Social and Environmental Criteria

The purpose of the social and environmental analysis is to identify and describe existing environmental conditions within the study area. While potential environmental concerns for future corridor development are identified, the analysis is not intended to meet the requirements of the National Environmental Policy Act (NEPA).

The environmental analysis reviews the socioeconomic environment, physical and natural environmental character, cultural resources, and section 4(f) resources of the Transportation



Act in the study area. Environmental considerations, issues, and sensitive areas are identified. In addition, the environmental feasibility addresses the surveying, permitting, and agency coordination requirements that would need to be addressed in future studies prepared in accordance with NEPA.

### 3.1.3 *Land-use Compatibility Criteria*

Land use compatibility criteria include issues of corridor compatibility with jurisdictional development and local land use plans. An outcome of this analysis is how the Corridor Concept alternatives fit with adopted transportation and land use plans and if incompatibilities are identified, how adopted transportation and land use plans must be modified to accommodate the corridors.

### 3.1.4 *Jurisdictional, Stakeholder, and Public Perspectives*

Jurisdictional input was received through input received from the Technical Advisory Committee and from two rounds of meetings held with each jurisdiction in the study area that were held in January and July, 2005. Public perspectives input was received through two rounds of open houses held in April and August 2005, and from several meetings and briefings of local elected officials.

## 3.2 North-South Corridor Definition Development

This section discusses the development of the corridor definition for the North-South Corridor Concept. The development of this corridor definition considered three principal inputs: (1) existing corridor conditions, (2) future corridor conditions, and (3) jurisdictional, stakeholder, and public perspectives.

### 3.2.1 *Review of Existing and Future Study Area Conditions*

Analysis of the Base Future 2030 Network, 2030 Enhanced Future Network, the 2030 SEMNPTS Corridors Network, and the Corridor Concept Network all demonstrate a dominant travel pattern – travelers desire mobility between the southeast (Coolidge/Florence) and the northwest (Maricopa County). Indicative of this travel pattern southeast/northwest directional arterials and state highways (i.e., Hunt Highway, SR-87, I-10) are all projected to operate at or above capacity.

Development patterns and land use within the study area have in large part been influenced, and will continue to be influenced, by existing man-made features and geographic constraints. These man-made features include the CAP canal, which enters the study area from Mesa in the northwest near Southern Avenue, extends in a south-southeasterly direction, and exits the study area north of the Town of Florence, the Union Pacific Railroad which crosses through the southern portion of the study area and the Magma Arizona Railroad which crosses through the central portion of the study area. These and other existing and future man-made features are depicted in **Figure 3-1, Major Infrastructure and Utilities**.

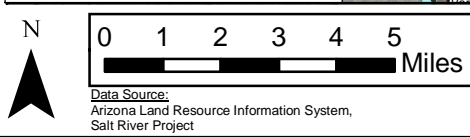
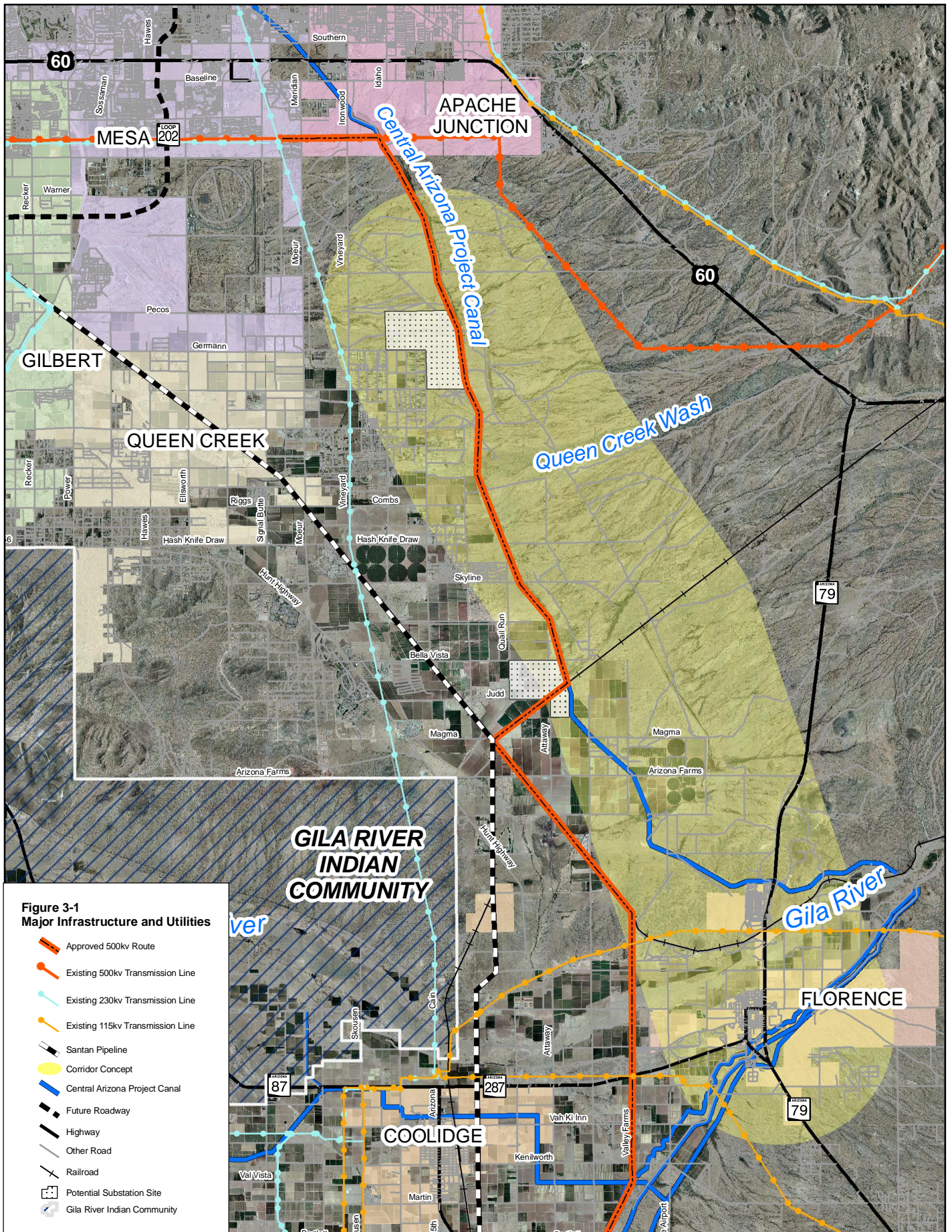
North and east of the Town of Queen Creek, the land is largely owned by the State of Arizona as depicted by **Figure 3-2, Land ownership**. Ironwood Road/Vineyard Road is the only major continuous roadway providing north-south mobility through this area. It should be noted that Pinal County is currently improving Ironwood Road from two lanes to four lanes and has plans for improvements to other north-south roadways.



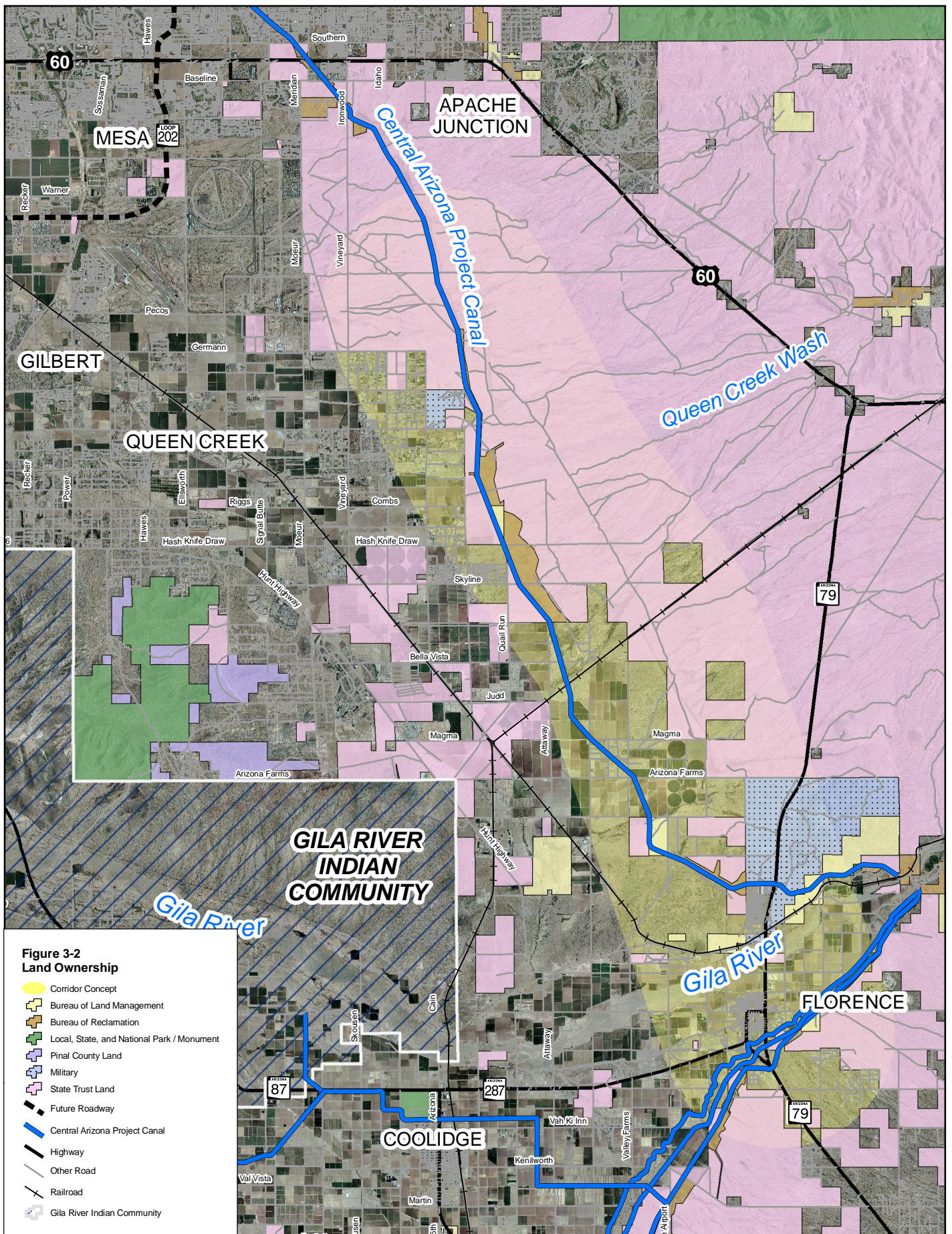
Agricultural lands compose the southern and western portions of the study area with scattered residences throughout. The intensity of development and land use increases towards the northern and central portions of the study area particularly between Coolidge, Florence and Queen Creek. As seen in **Figure 3-3**, *Existing and Future Master Planned Communities*, development is particularly concentrated between Florence and Queen Creek along the Hunt Highway corridor. Local jurisdictions, including Coolidge, Florence, Queen Creek, and Pinal County have approved developments containing thousands of homes. Many of these developments are currently under construction.

The study area is located within the Basin and Range Physiographic Province of central Arizona. This province is composed of broad areas of alluvial fans and fan terraces, separated by isolated desert mountains. The valley areas consist of depressions filled with alluvial deposits of sand, gravel, silt, and clay commonly in excess of 1,000 feet. Some of these valleys were at times covered by lakes during wetter periods. The majority of the study area is relatively flat, (**Figure 3-4**) with an average elevation of approximately 1,200 feet above mean sea level. No permanent natural water sources exist within the study area; however, small irrigation canals feeding the agricultural lands occur in the western portion of the study area, and numerous ephemeral washes dissect the entire study area.



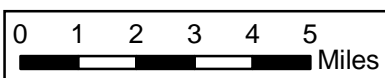






**Figure 3-2  
Land Ownership**

- Corridor Concept
- Bureau of Land Management
- Bureau of Reclamation
- Local, State, and National Park / Monument
- Pinal County Land
- Military
- State Trust Land
- Future Roadway
- Central Arizona Project Canal
- Highway
- Other Road
- Railroad
- Gila River Indian Community



Data Source:  
Arizona Land Resource Information System



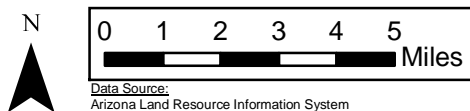
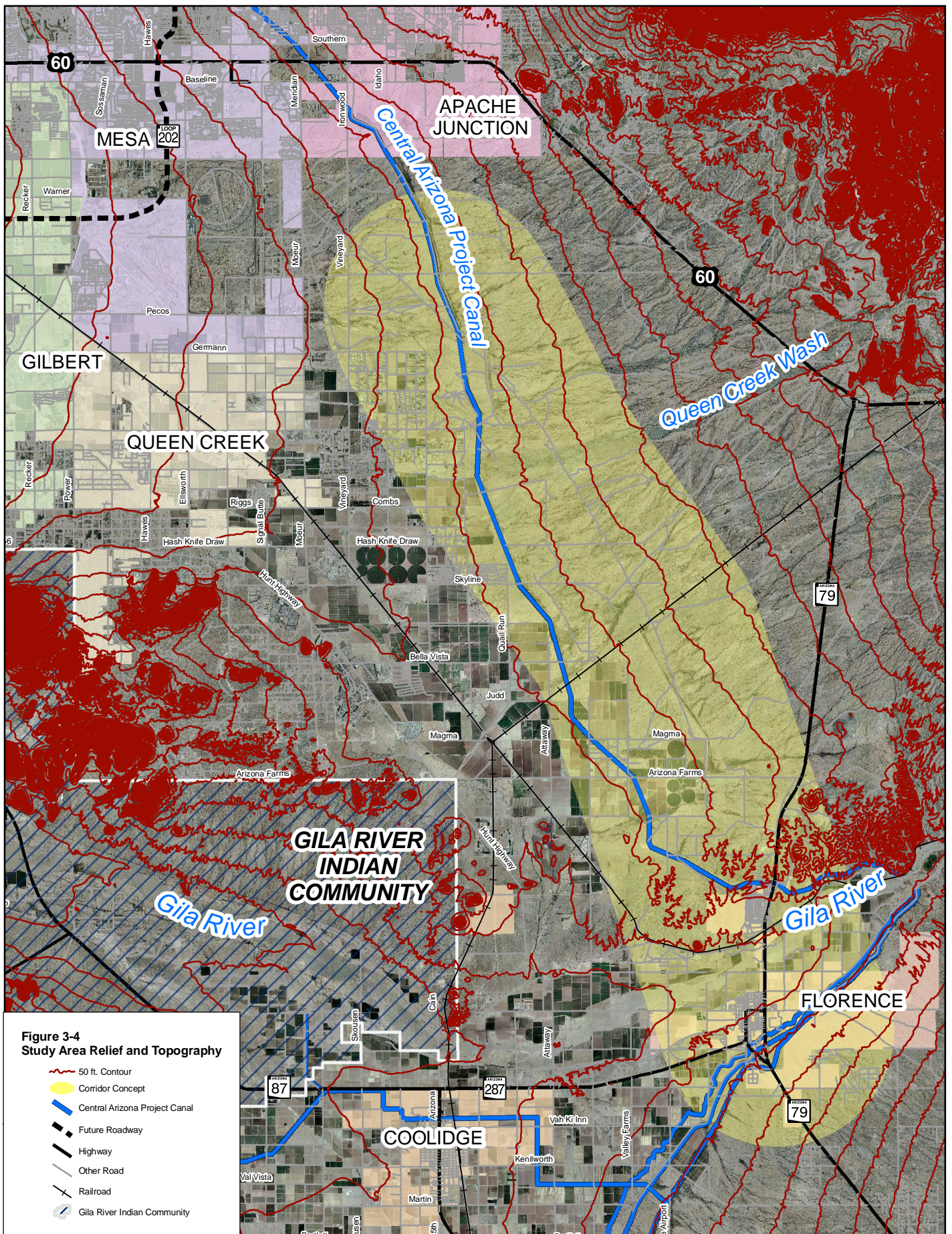
Kimley-Horn  
and Associates, Inc.











Kimley-Horn  
and Associates, Inc.







### 3.2.2 Jurisdictional, Stakeholder, and Public Perspectives

Jurisdictional, stakeholder, and public perspectives are critical to the alternatives development process. In order to garner stakeholder and jurisdictional input into the corridor alternatives development process, the study team met with each jurisdiction on the Technical Advisory Committee. Meetings were held with representatives from the following agencies and jurisdictions:

§ City of Apache Junction	§ Town of Florence
§ Arizona State Land Department	§ Town of Gilbert
§ City of Casa Grande	§ Pinal County
§ City of Chandler	§ Town of Queen Creek
§ City of Coolidge	§ Salt River Project
§ City of Eloy	§ Valley Metro

In addition, a meeting was also held with elected officials from Pinal County at the Pinal County Rural Consultation meeting. Highlights from meetings with each of the jurisdictions named above are documented in the following sections.

#### 3.2.2.1 City of Apache Junction

##### Location:

City of Apache Junction  
300 E. Superstition Blvd  
Apache Junction, Arizona  
July 12, 2005

##### Jurisdiction/Agency Attendees:

- § Ron Grittmann, City Engineer
- § Bryant Powell, Assistant City Manager
- § Amy Mallory, Management Assistant

##### Key Discussion Points:

- § Needs analysis makes sense. The City can support the corridor concept, as proposed.
- § Staff stated that a future study, in 15 years for example, after development patterns begin to emerge and some of the variables relating to State Lands are known, will need to take another look at whether the Williams Gateway corridor should be extended to the Florence Junction.
- § State Land has stated indicated that the US 60 reroute needs to be determined before they will auction land within the vicinity.
- § Funding of future corridors is a significant issue. The Pinal County ½ cent sales tax does not generate enough revenue to pay for the corridor.
- § Pinal County is currently investigating impact fees. City of Apache Junction is also looking at impact fees that may include fees for freeway corridors.
- § Apache Junction is working very hard to attract employment to the City.





- § Access preservation on US 60 is very difficult to achieve.
- § Apache Junction expressed support for a combined corridor alignment consisting of the CAP, SRP 500 kV line, and the corridor.
- § Apache Junction will need to select key locations for CAP crossings.

### 3.2.2.2 Arizona State Land Department

#### Location:

Arizona State Land Department  
1616 W. Adams  
Phoenix, Arizona  
July 6, 2005

#### Jurisdiction/Agency Attendees:

- § Luana Caponi, Planning Project Leader II /Asset Mgmt Division
- § Ott Chatupron, ASLD Engineering Section Manager

#### Key Discussion Points:

- § ASLD staff asked if the US 60 reroute is needed because of physical constraints. It was clarified that the final recommendations will include strong access management practices particularly along the corridor where the bypass is not planned.
- § ASLD is performing an infrastructure study for land south to Elliot Road, and an assessment plan down to Germann Road
- § ASLD stated that the life cycle of many of the dams has been reached and it is not feasible to retrofit many of them.
- § ASLD stated that locating the corridor to the east of the CAP will require significantly more drainage infrastructure.
- § ASLD strongly prefers that the corridor be located on the west side of the CAP. Location of the corridor to the west of the CAP would be consistent with current plans and goals for the area.
- § ASLD would like to see a timeline of corridor development activities so as to not duplicate planning efforts.
- § ASLD has been looking at potential locations for interchanges, and that it will try to design the major arterial system at two-mile spacing.
- § One-mile spaced interchanges would be the absolute minimum spacing.
- § Frontage roads are not being considered for the corridor.
- § ASLD would support collocation of the 500 kV line, CAP, and the corridor.
- § Drainage issues must be addressed in planning and design.
- § By the end of 2006, ASLD will have a much better understanding of Lost Dutchman Heights. By 2007, planning will be largely completed for the area from Germann to Elliot. This area planning will just address infrastructure and hydrology.
- § Landfill will likely be closed.



§ ASLD would like to modify the easement agreement with the Maricopa Flood Control District.

#### 3.2.2.3 City of Casa Grande

City of Casa Grande  
510 East Florence Blvd  
Casa Grande, Arizona  
July 25, 2005

##### Attendees:

§ AJ Blaha, Public Works Department Engineering Division  
§ Jaya Rayaprolu, Public Works Department Engineering Division

##### Key Discussion Points:

§ City largely understands the results of the needs analysis.  
§ City had hoped that a corridor would be considered connecting to I-10 and I-8, but is not surprised that the needs analysis did not support this. This should still be considered in the future.

#### 3.2.2.4 City of Chandler

City of Chandler  
215 E. Buffalo Street  
Chandler, Arizona  
July 12, 2005

##### Attendees:

§ Mike Normand, Transportation Services & Planning Manager  
§ Melinda Brimhall, Transportation Services

##### Key Discussion Points:

§ The discussion was primarily focused on reviewing the PowerPoint presentation that would be presented to the Chandler Transportation Commission.  
§ City of Chandler agrees with the needs analysis and preliminary findings.

#### 3.2.2.5 City of Coolidge

§ Coolidge, in general, agrees with the needs analysis.  
§ City staff expressed a preference for the North-South corridor to intersect with SR-287 at the Clemens Road intersection and is preparing a General Plan Amendment that will begin preserving 500 feet of right-of-way for a future transportation corridor along Clemens Road.  
§ Coolidge staff feels that the population projections may still be conservative.  
§ Heavy travel demand is anticipated between Coolidge, Florence, and the Loop 202.





- § City staff asked if funding will be addressed in significant detail, and if toll roads will be considered as a potential funding source.
- § This study will include a general cost estimate for a corridor. Detailed cost estimates will be generated upon identification of a corridor alignment.
- § Partnerships are important for the eventual implementation of this corridor.
- § Business persons in Pinal County are establishing a partnership organization similar to the East Valley Partnership.
- § The Westcor Mall Development goes to City Council in the near future. Agreement allows Westcor to capture public improvement investment. Westcor will front the money and is reimbursed.
- § Westcor will open when they have a 150,000 service population within 11 miles.
- § Coolidge City Council is generally happy about the corridor, though they would like it extended further into Coolidge.
- § This study will recommend that access on SR-87 and SR-287 be aggressively preserved.
- § SR-87 through Coolidge is 'main street' but ADOT is becoming more aggressive with access management.
- § Adamsville site exists on Clemens Road alignment, though it is unknown how much is significant.
- § Cultural resources/archeology will be significant anywhere near the Gila River.
- § Land in the Coolidge area has been selling for around \$42,000 - \$45,000 per acre.

#### 3.2.2.6 City of Eloy

##### Location:

City of Eloy  
Planning and Development  
801 N. Main Street  
Eloy, Arizona  
July 25, 2005

##### Jurisdiction/Agency Attendees:

- § Joe Blanton

##### Key Discussion Points:

- § The City of Eloy agrees with the needs analysis.
- § They hope that a connection to I-10 will be considered in the future.
- § Eloy is currently performing annexation for a new Robson master-planned community.
- § Eloy may be participating in a Small Area Transportation Study and hopes to determine how much right-of-way should be required as development occurs, and on which roads it is needed.



### 3.2.2.7 Town of Florence

Location:

Town of Florence City Hall  
775 N. Main Street  
Florence, Arizona  
July 13, 2005

Jurisdiction/Agency Attendees:

§ Larry Quick, Town of Florence

Key Discussion Points:

- § The Town sees significant issues trying to connect the north-south corridor to SR-287.
- § There are significant drainage issues east of the Magma dam and CAP.
- § Arizona Farms Road is planned for 6-lanes in east/west direction.
- § Town doesn't see need for another bridge in the immediate future, though they can see the need for at-grade crossings that would be closed during inclement weather.
- § Right-of-way on SR-79 through Florence is limited.
- § Town of Florence feels that it is more feasible to improve SR-79 to accommodate the North-South corridor than any other alignment.
- § Pulte Anthem, Sun City, and Merrill Ranch are all large master-planned communities that would be affected by the North-South corridor if it were to connect to SR-287.
- § Felix Road will be 6-lanes through Anthem.
- § Centex owns two sections of land north of Anthem.
- § Florence is working to have Felix Road continued north from Anthem to Arizona Farms Road.
- § A new hospital is planned south of Hunt Highway, west of Main Street.
- § Anthem will straddle the Hunt Highway.
- § Walker Butte master planned community lies adjacent to GRIC.
- § Florence planning area extends to Arizona Farms Road.
- § Florence is processing annexation north to Magma Road. Florence has processed 18 annexation applications within the last 18 months.

### 3.2.2.8 Town of Gilbert

Location:

Town of Gilbert  
50 E. Civic Center Drive  
Gilbert, Arizona  
July 25, 2005

Jurisdiction/Agency Attendees:





- § Tami Ryall, Assistant Town Manager
- § Joseph Hughes, Intergovernmental Relations Coordinator

Key Discussion Points:

- § Town of Gilbert largely agrees with the needs analysis findings.
- § Town staff believes that the population projections used in the Planning Model are too high. They believe that other infrastructure, and in particular sanitary sewer, will not be able available to accommodate the projected population by the year 2030.
- § Town staff stated that the study team should meet with City of Mesa. It was clarified that the City of Mesa is on the Technical Advisory Committee for the Williams Gateway Corridor and that input is being received via the Williams Gateway study. City of Mesa attended the Joint TAC meetings held in June and August.

3.2.2.9 Pinal County

Location:

Pinal County  
31 North Pinal Street, Building F  
Florence, Arizona  
July 8, 2005

Jurisdiction/Agency Attendees:

- § Ken Buchanan, Pinal County
- § Kathy Borquez, Pinal County
- § Greg Stanley, Pinal County

Key Discussion Points:

- § Pinal County staff is pleased with the needs analysis results. They do have concerns about the ‘pinch-points’ such SR-287 and SR-79.
- § Pinal County doesn’t have a problem with combining the corridor with other utilities. They did question whether the corridor should be pressed further to the east because of the improvements that area occurring on Ironwood, etc.
- § Figuring out how to connect the corridor to either SR-79 or SR-287 through the Florence area will be a significant issue because of the proposed developments.
- § An additional crossing over the Gila River is important.
- § Clemens Road is the preferred alignment. Valley Farms is too populated.
- § Florence is planning for Felix to be a 7-lane roadway through Anthem.
- § Access management on existing state highways will be a significant issue. The upcoming ADOT Access Management Plan will be more policy and guidelines than roadway specific.
- § Pinal County staff stated that they will preserve the corridor if the study results in corridor definitions that are supported by the Board of Supervisors and associated policies for corridor preservation.
- § Transportation issues in the western portion of Pinal County are significant.



### 3.2.2.10 Town of Queen Creek

#### Location:

Town of Queen Creek  
22350 S. Ellsworth Road  
Queen Creek, Arizona  
July 8, 2005

#### Jurisdiction/Agency Attendees:

- § Mark A. Young, Public Works Department
- § Dick Schaner, Public Works Director
- § Cynthia Seelhammer, Town Manager
- § John Kross, Planning and Development

#### Key Discussion Points:

- § Dick Schaner believes that the higher-level ADOT Williams Gateway corridor study can influence the more detailed MAG Williams Gateway Alignment Study.
- § Dianne Kresich stated that this study will likely make recommendations for jurisdictional responsibility for the recommended corridors.
- § Dianne stated that SATS money will be available, likely in November or December, following the recommendations to the State Transportation Board.
- § Queen Creek staff would like this study to identify specific alignments so that they are able to begin to preserve right-of-way.

### 3.2.2.11 Salt River Project

#### Location:

Salt River Project  
1521 N. Project Drive  
Phoenix, Arizona  
July 6, 2005

#### Jurisdiction/Agency Attendees:

- § Dan Hawkins
- § Tom Novy

#### Key Discussion Points:

- § SRP preferred route is a 1000' line on the west side of the CAP. SRP will ultimately require only 160'.
- § SRP will not own any of the land, but will gain an easement.
- § A substation is proposed immediately adjacent to the CAP between Germann Road and Ocotillo Road. The substation will ultimately cover approximately 30



acres. SRP preference is to locate the substation immediately adjacent to the CAP.

§ The Rittenhouse Airfield is located directly adjacent to the CAP.

§ SRP would not object to a corridor directly adjacent to the power line easement. A 160' ROW is sufficient for maintenance, etc. Vertical clearance would need to be considered.

§ The Pinal County linear trail system was approved by the Board of Supervisors. The plan proposes a trail system in conjunction with utility corridors (e.g. 500 kV line) and the CAP.

### 3.2.2.12 Valley Metro

#### Location:

Valley Metro/RPTA  
302 N. 1<sup>st</sup> Avenue  
Phoenix, Arizona  
July 6, 2005

#### Jurisdiction/Agency Attendees:

§ Stuart Boggs, Valley Metro/RPTA

#### Key Discussion Points

§ Proposition 400 has \$5,000,000 designated for planning and design of high-capacity transit facilities to be initiated sometime after 2025.

§ Local jurisdictions recognize that this funding may need to be advanced because of the explosive growth in the area.

§ There will be large concentrations of employment in the southeast valley, particularly in the Gilbert and Chandler areas. These communities are expected to become a net exporter of jobs.

§ Chandler and Gilbert are rapidly approaching build-out conditions.

§ Existing and projected residential development follows alignment of Rittenhouse Road and then Hunt Highway down to Florence. This is also the alignment of a Union Pacific Railroad line.

§ The Union Pacific Line is a single-track facility with segments of double-track. Sufficient right-of-way exists for double tracking the rail corridor which could also for an opportunity for commuter rail and freight operations within the corridor. Commuter rail service from Florence with intermediate stops at five to ten mile spacing could address the peak trip needs of emerging bedroom suburbs and reduce pressure on the regional road system. Partnerships with Union Pacific should be considered.

§ Some communities in Maricopa County, including Gilbert, are beginning to look for land for commuter rail stations.

§ Express bus service between bedroom communities in Pinal County and major employment centers in southeast Maricopa County could address work trips and address peak period congestion. Potential lines include San Tan Express,





Chandler/Williams Field Road, Power Road, and Queen Creek routes that terminate in the Williams Gateway area.

- § Small-Area Transportation studies should address multi-modal opportunities.
- § Specific roadway improvements should identify transit-oriented roadway improvements (i.e. HOV lanes, cue jumpers, traffic signal priority, potential regional park-and-ride locations, etc.) that would improve the efficiency of transit operations in these regional corridors.
- § Right-of-way should be preserved for future commuter rail corridor.

### 3.2.12.13 Pinal County Elected Officials Rural Consultation

On August 15, 2005 the Arizona Department of Transportation (ADOT) and the Central Arizona Association of Governments (CAAG) hosted a Rural (Non-Metropolitan) Elected Officials Consultation Meeting at the Pinal County complex in Florence, Arizona.

The purpose of the meeting was to receive input from elected officials in attendance on preliminary findings of the three ongoing ADOT Corridor Definition Studies; the Pinal County Corridors Definition Study, the Williams Gateway Corridor Definition Study, and the US 60 Corridor Definition Study. The meeting also provided elected officials with a preview of information to be presented to the public at four informational open houses scheduled for August 22 in Apache Junction, August 23 in Queen Creek, August 29 in Gilbert, and August 30 in Florence.

Dianne Kresich of ADOT Transportation Planning Division and Dave Perkins of Kimley-Horn and Associates, Inc. presented an overview of study progress, preliminary findings of the corridor needs assessment phase of the study, and preliminary findings of the corridor feasibility assessment phase of the study.

#### Attendees:

- |                     |                   |
|---------------------|-------------------|
| § Maxine Leather    | § Edward Farrell* |
| § David Snider*     | § Lionel Ruiz*    |
| § Arnie Raasch*     | § Ken Buchanan    |
| § Jess Knudson      | § Greg Stanley    |
| § Joseph Hughes     | § Sandie Smith*   |
| § Bill Leister      | § Carl Holcombe   |
| § Gail Barney*      | § Roy Chavez      |
| * Elected officials |                   |

#### Key Discussion Points:

- § Several elected officials and staff members expressed appreciation for the ADOT studies and expressed support for the preliminary findings presented at the meeting.
- § Several elected officials and staff members voiced strong concern that the 2030 population projections for Pinal County that were used in the transportation planning model (which served as the basis for the corridor needs assessment phase of the study) were too low and did not properly reflect the rate of growth



currently underway and anticipated for Pinal County. It was explained that the source of Pinal County population forecasts used in model was the Central Arizona Bond Feasibility Study which was considered by Regional, County, and local jurisdictions and the Technical Advisory Committee (TAC) to be the best available information on Pinal County population forecasts. It was also stated that presentations made by the study team to the TAC demonstrated that the population projections were aggressive in terms of historical population growth in Phoenix and Las Vegas. It was stated that the Town of Maricopa is currently developing population projections for its planning area.

- § Several elected officials and staff members inquired about the timing for development and construction of the corridors recommended in the study. It was explained that corridor development by ADOT requires that each corridor be designated as a “state route” by the State Transportation Board and that given such a designation, funding for corridor development would need to be programmed. It was further explained that available ADOT funds have been programmed through fiscal year 2011.
- § An elected official stated that it was preferable for the North-South Corridor to cross the Gila River and connect to SR 287 rather than connect to SR 79 north of Florence. It was explained that a corridor crossing the Gila River would result in significant impacts to at least two approved master planned communities in Florence.
- § An elected official stated that the location of the North-South Corridor on the west side of the Central Arizona Project (CAP) was “too far west” and consideration should be given to placing the corridor east of the CAP. It was explained that a corridor east of the CAP would require a significantly larger investment in drainage facilities than required on the west side of the CAP and a corridor to the east of the CAP would not be consistent with planning concepts under development by the Arizona State Land Department.
- § An elected official supported the finding that a corridor was not needed along the Hunt Highway alignment in Maricopa County.
- § An elected official asked about right-of-way requirements for the corridors. It was explained that typical right-of-way requirement for freeways built to ADOT design standards was 300 feet.
- § An elected official stressed the need for County and local jurisdictions to preserve right-of-way for the corridors approved by the State Transportation Board. It was also stressed that coordination should be maintained with the State Land Department to identify and preserve corridors on State Trust Land.
- § An elected official supported the need to consider alternate modes of travel and to accommodate regional utilities within a single corridor.
- § Several elected officials and staff members voiced strong concern that ADOT should conduct corridor studies in western Pinal County, west of I-10. In particular, a need to study SR 347 was identified. It was explained that the study areas for the three ADOT Corridor Definition Studies were established by the Arizona legislature.
- § A staff member stated that economic development opportunities near Florence Junction justified a study of the US 60 corridor east of Florence Junction.
- § An elected official stated that efforts were underway to establish funding sources to support corridor development in Pinal County including



reauthorization of the Pinal County half-cent sales tax and a County impact fee ordinance.

- § An elected official stated that efforts were underway for legislation that would allow the Arizona State Land Department to dedicate right-of-way for corridor development when corridor development represented a value to the State.
- § An elected official stated that transfer of portions of US 60 was acceptable to Pinal County if the recommended US 60 corridor was developed and constructed.

### 3.2.13 *Alternative Corridor Definitions*

Existing conditions, future conditions<sup>3</sup>, and stakeholder and public input<sup>4</sup> were reviewed to develop a set of corridor definition alternatives that are consistent with the needs analysis and Corridor Concept defined in **Section 2.2.4**. Portions of the study area that provide opportunities or present constraints for corridors definition alternatives were identified. Areas with significant adverse impacts or constraints were excluded from consideration.

Input received from stakeholders and jurisdiction representatives consistently pointed to a corridor definition that generally follows the CAP alignment from the Williams Gateway corridor (Frye Road alignment) south to the intersection of the CAP with the Arizona Magma Railroad. This definition is consistent with and is supported by information collected during the existing and future conditions analysis.

A corridor definition south of the Arizona Magma Railroad is less certain. Potential definitions include connecting the North-South corridor to SR-79 in the vicinity of Arizona Farms Road, or alternatively connecting the North-South corridor to SR-287 near Valley Farms Road.

From a travel demand perspective, a connection to SR-287 may provide more benefit to parallel north-south arterials than would a connection to SR-79. Future north-south traffic on Felix Road and Attaway Road, for example, may be higher with this alternative if the corridor is connected to SR-79 rather than to SR-287.

A summary of opportunities and constraints for the corridor definition alternatives from an engineering, environmental, land-use, and jurisdictional perspectives is presented in the following sections.

<sup>3</sup> Pinal County Corridors Definition Study, Working Paper No. 1, Existing and Future Conditions, Needs and Deficiencies, June 1, 2005. Available at <http://tpd.azdot.gov/planning/corridorstudies.php>

<sup>4</sup> Pinal County Corridors Definition Study, Summary Report No. 1, Public Involvement Round One, May 19, 2005. Available at <http://tpd.azdot.gov/planning/corridorstudies.php>